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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Lighting and Light-Signalling****Eighty-first session**

Geneva, 15-18 April 2019

Item 6 (a) of the provisional agenda

UN Regulation No. 48 (Installation of lighting and light-signalling devices):**Proposals for amendments to the 05 and 06 series of amendments****Proposal for a Supplement to the 06 series of amendments to
UN Regulation No. 48 (Installation of lighting and light-
signalling devices)****Submitted by the expert from Germany***

The text reproduced below was prepared by the expert from Germany. It contains two proposals:

- (a) For vehicles intended for use by the armed services and forces responsible for maintaining public order: the manual switching off of all lighting devices in all circumstances;
- (b) In the absence of a “vehicle door assistance and warning system”: the mandatory application of the hazard warning lights to reduce the safety risks in the case a door is opened to the traffic side.

The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, cluster 3.1), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Insert a new paragraph 5.30. to read:

"5.30. The requirements of paragraphs 5.1. to 5.20. do not apply to vehicles intended for use by the armed services and forces responsible for maintaining public order, with regard to the manual switch off of all lighting devices which should be possible under all circumstances for such vehicles.

In that case, detailed instructions with a reference to the use shall be provided by the vehicle manufacturer with the vehicle."

Paragraph 6.5.7., amend to read:

"6.5.7. Electrical connections

6.5.7.1. Direction-indicator lamps shall switch on independently of the other lamps. All direction-indicator lamps on one side of a vehicle shall be switched on and off by means of one control and shall flash in phase.

On M₁ and N₁ vehicles less than 6 m in length, with an arrangement complying with paragraph 6.5.5.2. above, the amber side-marker lamps, when mounted, shall also flash at the same frequency (in phase) with the direction-indicator lamps."

Add a new paragraph 6.5.7.2. to read:

"6.5.7.2. If a motor vehicle is not equipped with a "vehicle door assistance and warning system" and the vehicle is in the parking position, the hazard warning lamp shall be activated for not more than three flash cycles if a door is opened (to the left for a vehicle for right hand traffic and to the right for left hand traffic)."

II. Justification

Paragraph 5.30. (proposal (a))

1. Currently, UN Regulation No. 48 does not allow the manual switching off of all lighting devices under all circumstances. This feature is necessary for armed services and forces responsible for maintaining public order and is requested by them. It is limited only to vehicles intended for use by the armed services and forces responsible for maintaining public order. This proposal aims to reduce disadvantages and can increase safety. Additional behavioral regulations are in the responsibility of the Contracting Parties.

Paragraph 6.5.7. (proposal (b))

2. "In Berlin, an average of nearly two accidents per day are registered by the police, in which car drivers or passengers bring bicyclists to the ground by opening the car door. The cyclists are often seriously injured. In 2017, three cyclists in Berlin have been killed by these accidents. Dooring accidents - these are the names of traffic accidents in which car drivers bring bicyclists to a halt by opening the door. In 2016, there were almost 7,500 bicycle accidents in Berlin, of which about 1,500 were road accidents and almost 600 were Doors accidents. The proportion of dooring accidents is less than 10% of all bicycle accidents, but

very often leads to serious and sometimes fatal injuries. The responsibility for the specific accident is in almost all cases alone with the driver (or his vehicle occupants).”¹

3. In order to prevent dooring accidents, motor vehicles must be equipped with a short automatic activation of the hazard warning signal or alternatively automatic stop systems for car doors that prevent them from opening just before and while a cyclist is passing by.

4. In the future, a “vehicle door assistance and warning system” should with high efficiency reduce the above-mentioned endangerment factors in the low-speed range or in stop position, possibly in conjunction with a parking assistance system (in which the driver is already informed about distances of nearby objects during the parking process). Until such systems are available at low cost, safety can be enhanced by activating the hazard warning signal, which in principle can also be retrofitted.

¹ <https://adfc-berlin.de/radverkehr/sicherheit/massnahmen-und-tipps/496-dooring-unfaelle-verhindern.html>